Topographically Speaking

Mid-Continent Mapping Center

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GEOLOGICAL SURVEY, TOPOGRAPHIC DIVISION
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Shrimp boat fleet in Delcambre, Louisiana by H. C. Meaux

FROM THE EDITOR'S DESK

There is a new bug going around M.C.M.C. that is liable to catch you being yourself. It's not known who's responsible for it so be on the alert.

This bug, which we refer to, is called the "roving camera bug". Before each issue he will be looking for everyday, normal situations that he can turn into smiles for everyone. We of the Topo Speaking staff hope you enjoy this new feature.

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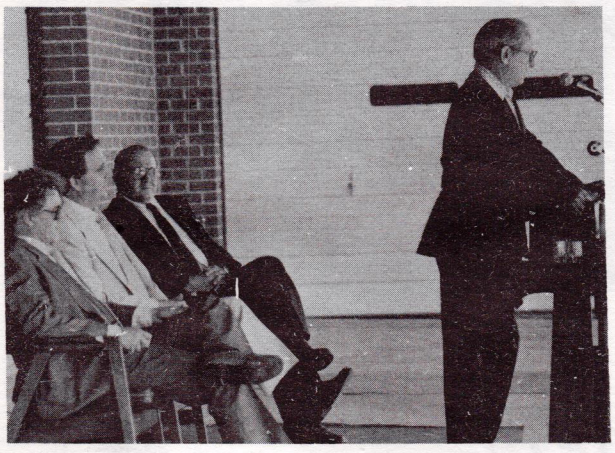
DIRECTOR'S VISIT by Merle Southern



Dr. H. W. Menard addresses MCMC personnel with Messrs. Dale Bajema, Larry Borgerding and "Rupe" Southard

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June 5, 1979, was an especially important day at Mid-Continent Mapping Center, as Dr. H. William Menard, Director of the U.S. Geological Survey, made a flying visit to the Rolla Survey Center.

Dr. Menard, the tenth Director of the Survey, took time from a very busy schedule to fly to Rolla from Little Rock, Arkansas, where he had addressed a meeting of State Geologists the previous day. Accompanying Dr. Menard on his visit were Rupert B. Southard, Chief of the Topographic Division, and Dale Bajema, Assistant Director-Program Analysis. Because of pressing business in Reston the following day, Dr. Menard's visit was necessarily short, but included a meeting with management officials from all Survey offices located in Rolla, a speech to all Survey employees, and a tour of the Rolla facility.

Dr. Menard's address to all employees covered several major items of importance to the future operations of MCMC. These included the reasons for a declining work force, contracting, and digital mapping.

Dr. Menard noted that he was fully aware of our declining work force over the past several years, but saw little hope of reversing this trend. Contracting of operations accomplished in the past by Survey employees has been brought on by an increasing national need for Survey products and services at a point in time when the work force is being reduced. To meet these national needs, the Survey's only alternative is to contract certain operations to private firms or other government agencies.

Dr. Menard was especially interested in the digital mapping research activities of the Center. Of special interest to him were a briefing and demonstration of digitizing from the stereomodel. Dr. Menard stressed that new mapping techniques based on digital applications should be developed as quickly as possible.

The Center was pleased that Dr. Menard, Mr. Southard, and Mr. Bajema had taken time from their busy schedules to visit the Rolla offices. Dr. Menard expressed a desire to meet Center employees, in future visits, on a more personal basis.

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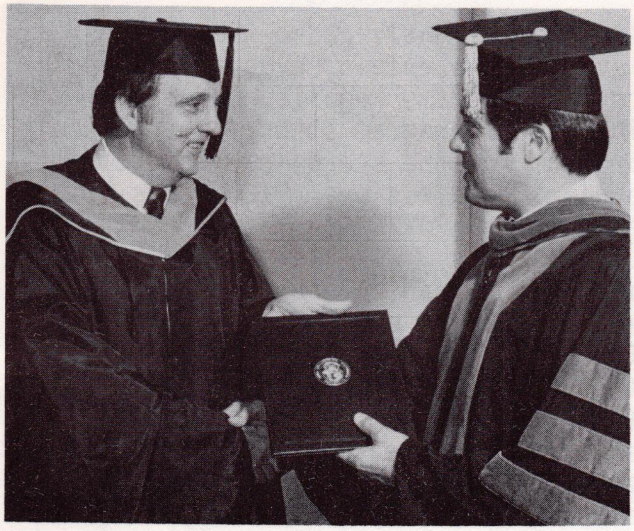

Lawrence H. Borgerding, left, receives the professional degree, geological engineer from Chancellor Joseph Marchello

BORGERDING RECEIVES PROFESSIONAL DEGREE

by Jackie Wynn

On May 13, 1979, Lawrence H. Borgerding was awarded the Professional Degree of Geological Engineer. One of thirteen Professional Degrees awarded by the University of Missouri-Rolla at its 106th Commencement.

Each year the University awards a limited number of Professional Degrees to persons who have made significant contributions to the engineering profession. A distinguished career in engineering of the proposed person is the predominant criterion for selection. Recipients are usually graduates of UMR. The degree is by invitation and the recipient must participate in the Commencement at which the degree is awarded.

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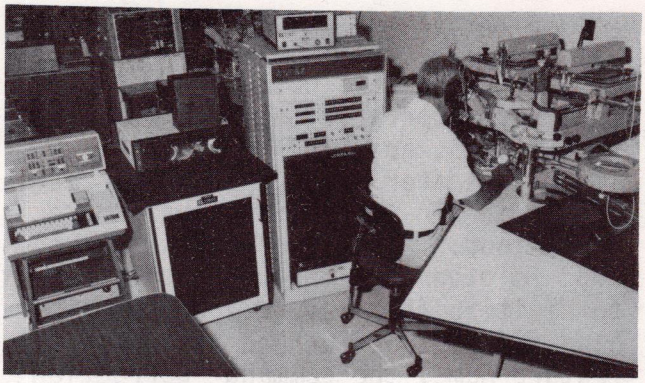
WHEN VDES TALKS, MCMC LISTENS

by Kenneth Boyko

As computers get smarter and smarter, it was inevitable that communication between man and machine would evolve toward a mode more convenient to man.



VDES and Doug Bullock "Talking the same language"

Early computers relied upon hard inputs--the flipping of switches or reading of cards--to learn what tasks were expected of them. Today, those same inputs can be "voiced in" just as if giving a verbal order.

MCMC recently acquired VDES, a Voice Data Entry System. This system is capable of recognizing human speech, and performing a variety of tasks based upon the verbal inputs it receives. It also is capable of talking back, making it extremely useful in applications where "hands off" operation is desired for speed and continuity of production. One such application, for which VDES has already programmed, is the stereomodel digitizing research project.

The cost of acquiring digital cartographic data can be greatly reduced if we can collect it as a "by-product" of normal compilation. Two-axis digital encoders interfaced to a tape unit record positions of all features compiled, but each feature must be "labeled" as it is being recorded on tape. Previously, the operator would have had to turn away from the plotter, sift through a list of codes identifying various cartographic features, and enter that code via keyboard. A Class 1 building might be a code B-50; a windmill a B-73.

Having to break concentration to enter attribute codes via keyboard was adding significant amounts of time to the

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collection of this data. With voice entry, the operator merely speaks the symbol name, and VDES echoes it back If the operator hears the correct echo response, the voiced input was correctly understood. At this point the command "Go" is given and the operator proceeds to digitize the feature. On the other hand, if VDES has echoed the wrong feature name, the command "Correction" is spoken--followed by the correct symbol name.

Voice output for confirmation is just as necessary as voice input--requiring an operator to check a digital display to see if the voice input got in okay would again disrupt concentration and mean turning away from the plotter. Verbal outputs are not simply prerecorded messages. Digital patterns for the major phonetic sounds are stored in memory. By programming to output a sequence of these sounds, human speech is actually synthesized to produce a somewhat monotone, but understandable word. Inflection levels can also be pre-programmed to put emphasis on different syllables of a word.

A vocabulary of recognizable words is built into the program by "training" VDES to understand each word. During this training, a digital representation of each word, as spoken by a particular operator, is formulated and stored in the computer's memory. For the attribute tagging program, VDES has vocabulary of over 140 words. Although the need to digitize sunken ships or glaciers doesn't occur every day, VDES is trained to recognize these, and all possible map features.

In the recognition mode each pattern in the pretrained vocabulary is compared to the pattern of the word spoken and the most similar is chosen as the recognized word. The application program controls what actions are to be taken, depending on the word recognized.

The versatile VDES can be programmed for just about any application. Control programs are written in Voice, a language slightly above the assembly level. As a result, even simple application programs require hundreds of individual program steps. The control program for the stereomodel digitizing project requires over 1100 steps..... this is <u>not</u> FORTRAN.

Voice entry can be used anywhere instructions are entered by keyboard or toggling switches. Many such applications exist in industry and other technical areas. It is hoped that entering feature codes by voice will not only be faster, but result in fewer errors. Future possible uses for VDES at MCMC include point number tagging in Aerotriangulation, and coding of land use types in Geography (LULC) Program.

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RESCUE ON THE HIGH SEAS

by David Bennett (KAØTOI)

All sorts of unusual things happen to MCMC fieldmen in pursuit of their duties. The following was such an occurrence.

On April 17, Jim Kirk, TFA Mike Jones, and myself were returning from Horn Island, an offshore island twelve miles south of Pascagoula, Mississippi, in the Gulf of Mexico. We had been working that day using the Survey's boat, and had traveled over 30 miles to and around the island.

As we headed back for Pascagoula, we observed someone in a distant boat waving a white flag. Changing our course we soon came along side and were told that the boat's motor had failed.

During the day we had maintained radio contact with W5UCY, Lowell Croysdale, a Pascagoula amateur radio operator, through the Pascagoula repeater station maintained and provided by local "hams". I informed Lowell of the situation and reported that we were taking the boat, containing four adults and a small child, in tow to the harbor.

After a couple of miles of slow going in choppy water, we were still about six

miles out and rapidly running out of fuel. In another call to W5UCY, we requested that he phone the Coast Guard for assistance in towing the disabled boat, and reported our position (no problem for a boat load of map-makers). We made for the nearest Intercoastal Waterway marker, the logical rendezvous point. Lowell relayed my transmissions to the Coast Guard by phone, and they in turn radioed their patrol boat with instructions.

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HOW TO REDUCE GASOLINE CONSUMPTION

Reprinted from GSA Regional Bulletin

A program to emphasize conservation of gasoline is needed because of the current shortfall in oil production. The shortage and cost of motor vehicle fuel has become critical, and the Federal Government should take the lead in positive actions to reduce fuel consumption.

The following is an employee awareness program concerning motor vehicle transportation that will save you money and conserve energy:

1. Travel at moderate speeds obeying the 55 mile per hour speed limit. Avoid driving at less than 30 miles per hour where permitted by law and by road conditions. Speeds of less than 30 miles per hour generally cause increased energy consumption.

2. Use the smallest vehicle that is feasible for a trip.

3. Avoid one-person trips. Use one vehicle for several passengers traveling in the same general area.

4. Plan trips to avoid times of peak congestion and choose the most level route with the least number of turns, least amount of traffic, and least number of stops.

5. Avoid gravel, dirt, or wet roads as much as possible.

6. Be sure you are ready to go before starting the engine.

7. Accelerate slowly and avoid sudden stops and sudden bursts of speed. Attempt to maintain a constant speed when possible and avoid unnecessary accelerating when a steady speed can be maintained. Drive like an egg is between your foot and the accelerator.

8. Don't idle the engine for more than 30 seconds.

9. Use accessories (heater, air conditioner) sparingly, and turn them off before restarting the engine.

10. Eliminate as much weight as possible.

11. Minimize wind resistance. Remove any unneeded objects, such as luggage racks, and drive with windows closed when traveling at high speeds.

12. Use reverse gear as little as possible.

13. Buy gasoline early in the morning before the sun has had time to heat and expand it, and avoid overfilling to prevent spillage caused by fuel expansion.

14. Keep the gasoline tank on full side to minimize loss from evaporation and condensation.

15. Use self-service gas pumps. Lift the hose after delivery and wait for all the gas to run out.

16. Keep parked vehicles sheltered as much as possible.

17. Avoid cruising in parking lots. Take the first available space and walk a little.

18. Align and balance wheels properly to reduce drag and excessive tire wear, and maintain proper tire pressure.

19. Keep engines tuned accurately.

20. Always ask, "Is this trip necessary?"

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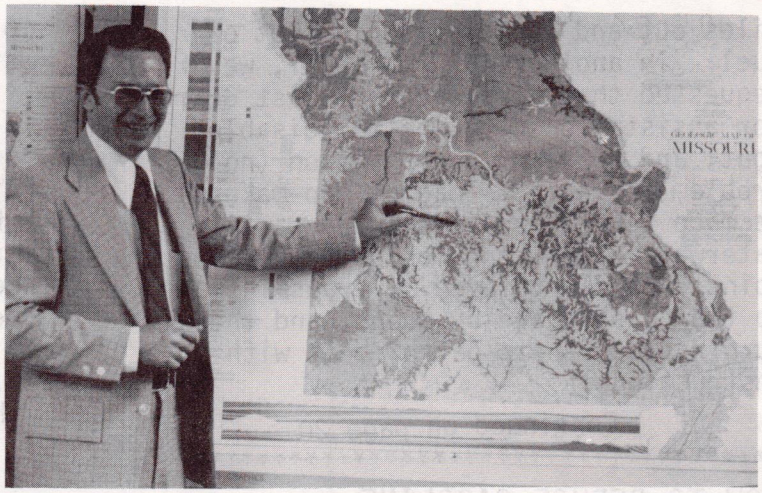
ROCKS, ROCKS, ROCKS

by W. Willeford

Jerry D. Vineyard, Assistant State Geologist for Missouri, honored the Rolla Chapter of ASP with a lecture on the new geological map of Missouri and how it was prepared. This edition is the 14th Geological Map to be published by the Missouri Geological Survey. The first being published in 1860. An interesting display of maps was used to describe the methods used to obtain geological data and the cartographic technique required to produce the map. This 1:500,000 scale map was recently publicized on television and will soon be available to the public for about two dollars.



Vineyard shows new Geologic Map of Missouri.

Mr. Vineyard's lecture was followed by a question and answer session. Approximately 30 members and guests attended, refreshments were served following the meeting.

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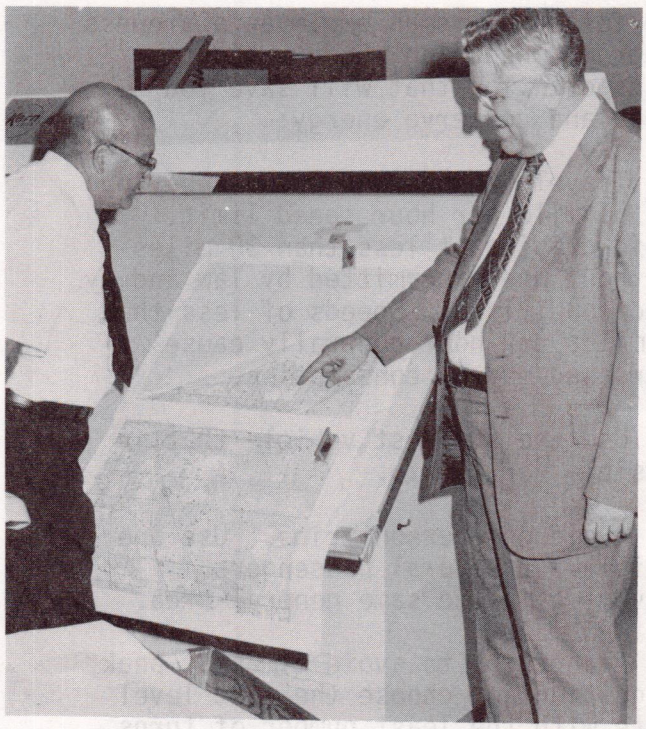
"LAND-USE MAPPING"

by Bruce Bauch

Dr. James Anderson, Chief Geographer for the USGS, spoke at the ASP meeting on May 31, 1979. The topic of his presentation involved the Geography Program as it is being integrated with the various USGS mapping activities. Special attention was given to the new methods of mapping that will be utilized in the Land-Use mapping program.

Land-Use mapping is a graphic illustration of what a particular area of land is being used for. Classification of land use for a map involves assigning a classification code number to each specific land use, and then coding each area, or polygon, on the map itself. The classification system currently in use by the Geography Program has been designed by Dr. Anderson.



Dr. James Anderson and John Van Horn discussing land-use program.

The concept of Land-Use mapping has been considered as long ago as 1920 when two geographers prepared a rough land use map of the Chicago area. In the 1930's, a Land-Use map series was produced that classified the entire British Isles at a scale of 1:25,000. These maps were subsequently used by the British during World War II to locate areas that would be suitable for producing much needed food crops.

American efforts in Land Use mapping were also active. With the advent of aerial photography, a project was completed that mapped the entire area controlled by the T.V.A. at a scale of 1:24,000.

Gradually, the need for continued Land-Use mapping for the entire U.S. was realized. By 1944 classification was completed for the U.S. at a scale of 1:5,000,000. This effort was subsequently updated by Dr. Anderson and presented in a National Map Atlas.

The 1960's brought continued Land Use mapping of Canada at the 1:50,000 scale which was generalized to 1:250,000 because of the massive amount of detail. Great Britain also remained active with an update of their Land Use map series in 1965.

Until recently, the U.S. has lagged behind in its committment to a Land Use mapping program. European countries such as Italy and Germany, along with Japan have been actively pursuing their Land Use mapping goals. Gradually, the U.S. has realized the need for mapping and the program is becoming an important part of the total National Mapping Program.

The year 1975 brought funding for mapping the U.S. at a scale of 1:250,000. Primarily, this project is being accomplished through the application of remote sensing data. Currently, 45 percent of the country is mapped and by 1982, the entire country, with the exception of Alaska, will be complete. The areas presently completed are located in the coastal areas. High priority is currently being given to mapping coal-producing areas of the U.S. at a scale of 1:100,000.

Looking ahead at the future Land Use mapping program, Dr. Anderson commented on the increasing interest in digital approaches to meet the production demands. Investigations of digital applications were originated in 1969. Funding problems limited research at that time, but recent advances in digital capabilities provide a sound basis for further funding and man-hour committments to a digital product. Contracts to private firms are presently designed to digitize 250,000 square miles of the U.S.

Digital applications to the Land-Use mapping program will allow mapping personnel to reduce publication costs over a long time span. Compilation costs will also be reduced. Accuracy of the maps will be greatly enhanced partially through the capabilities of various editing functions within computer programs. Flexibility of map products and designs is also a noteworthy advantage of the digital Land Use mapping efforts.

Presently, time of production is the major disadvantage of the digital applications. With continued work and research, this problem is being eliminated to make the digital aspect of mapping a viable answer to producing a comprehensive map product that is accurate and flexible enough to meet the growing demands of Land Use map users throughout the world.

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CONSUMERS PAY THE BILLS FOR ACCIDENTS. About every 40 minutes in 1978, an accident claimed the life of a worker while on the job. Every 14 seconds a worker was injured. If all those work-related accidents could have been prevented, every worker in the nation could have received a special $812 dividend.

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ACSM NEWS

by R. D. Yenzer

The Greater Rolla Area Chapter of ACSM met at Brunos on Tuesday, May 29. Dinner was served to 47 members and guests.

After dinner, chairman Alfred E. Niles called upon Education Committee Chairman, Marty L. Moreland, to comment on the recent workshop held at MCMC. Marty reported a favorable response by students who felt the workshop gave them a better understanding of how maps are produced.

Speaker of the evening was Alan Peed, Film Restoration Specialist, Branch of Cartography, MCMC. Alan presented slides of the printing equipment in Reston and explained the processes involved with printing. The speech was very informative and left all of us with a much better understanding of printing.

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HOLD YOUR HEAD HIGH

Reprinted from Federal News Clip Sheet

This is a time in our history when it's fashionable to criticize the government and those who work for it. Much of this criticism is without foundation. Yet, if taken to heart, it could lower employees' morale.

This makes it all the more important that we view and evaluate those criticisms in their true light. Often such criticisms are made by people looking for a handy scapegoat, a traditional target that won't fight back. Sometimes the criticisms are politically motivated. But sometimes they are justified. We can't deny that a few public employees have behaved scandalously. To those who cite such examples, we must point out two factors. First the violators are being identified, tried, and punished; and second, the number involved represents an infinitesimal part of the total Federal work force.

Civil servants have made major contributions to our nation throughout history and will continue to do so in the future. As members of the career force, we must be aware of those accomplishments and be prepared to cite them to our detractors. We need to remember that it was a civil servant who first set foot on the moon; that civil servants have included Nobel prize winners, scientists, inventors, and people who have gone on to high leadership positions in industry.

Further, we need to know that we are not living on past glory. The government work force is good and the Civil Service Reform Act will make it better.

As new provisions of the Act are put into place, we will see improved performance of both employees and their organizations. People outside government may shrug their shoulders and say the changes will not make any difference, but they are wrong.

What they don't know, and what we must show them, is that rewards in the future will be linked to performance, and that government workers will have an added stake in seeing that they and their units perform at high efficiency. Government service to the public will be better. And because it will, public confidence in government will be restored.

Hold your head high. Be proud to be a government worker. Realize that while others are merely talking, you are part of a change that is doing something to improve both the efficiency and effectiveness of public service.

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One gallon of gasoline can have a force equal to that of 13 sticks of dynamite. If you're in the habit of carrying a can of gasoline in the trunk of your car, you have the makings of a major explosion, even from a minor accident.

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IT HAPPENED IN USGS

Reprinted from Safety News

John Miller, Michigan WRD District Safety Officer, had no idea his safety promotion efforts would pay off as quickly as they did when he showed a film on the importance of wearing seat belts one Friday afternoon.

John saw the film, "Buckle-up for Safety," at the Federal Safety and Health Council Meeting he attended in Lansing. The film impressed John, and he felt it would be beneficial to show the film to the personnel at the District Office. John did just that; he showed the film to the people in the District Office on a Friday afternoon. Among those who viewed the film was Norman Gannerman, who had no idea what the coming weekend held in store for him.

On Monday morning, Norm walked into John's office, stuck out his hand and said, "Thanks for saving the lives of my wife and myself."

Norm went on to explain that he and his wife had been traveling late on Saturday night. His wife had been asleep and he too had fallen asleep. Their car ran off the road, hit a concrete median divider, and rolled onto its top. Norm awoke to find himself and his wife dangling upside down in their seats, secured by their seat belts.

The 6-month old car was a total loss but Norm and his wife sustained only minor scratches and bruises. Norm credits "Buckling-up" with preventing serious injury. The film he had seen on Friday had impressed him to use his seat belt and it possibly saved his life.

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THE MATCH YOU TOSS MAY CAUSE GREAT LOSS.

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SAFETY IS CONCERNED WITH THE SAVING OF HUMAN LIFE, PREVENTION OF SUFFERING, INJURY AND DISABILITIES DUE TO ACCIDENTS. It is also concerned with the prevention of damage to property, from fires, theft, and other natural or human factors. But primarily, safety is involved with the human consequences of accidents. Therefore, we must deal with the reduction of hazards or the causes of accidents. Hazard analysis and abatement of all kinds is the core of our accident prevention program.

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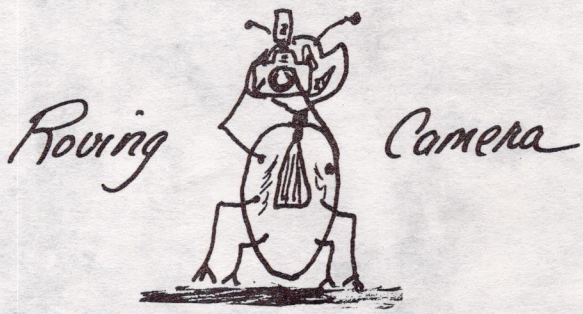

"BOY! YOU SURE TAKE ADVANTAGE OF THOSE FREE DONUTS!"

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A state trooper called a truck jockey on his CB radio to ask, "What's your speed?"
The trucker replied, "Just 55 miles an hour, why?"
"Well, you better get out of the way," said the trooper, "Because I checked your trailer doing 70."

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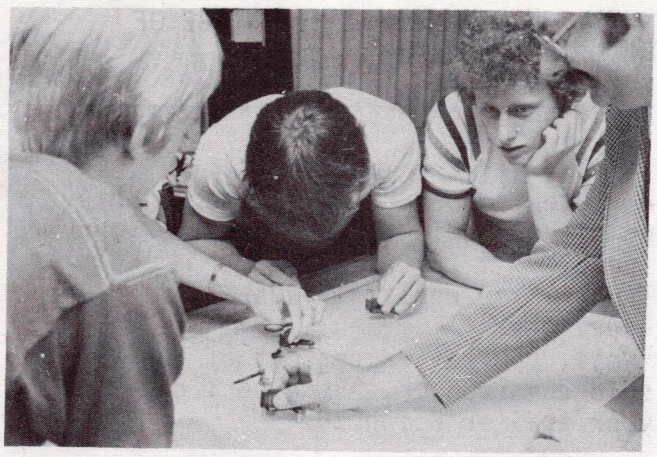
Fourth Annual ACSM Workshop



by Marty Moreland

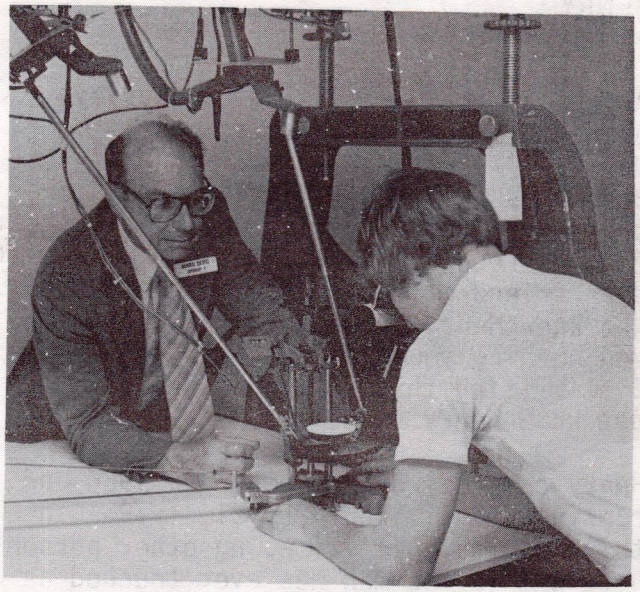
The rains came and the winds blew, but this didn't dampen the spirit of the members of the Greater Rolla Area Chapter of ACSM who participated in the Fourth Annual ACSM Workshop on May 2, 1979.

Mr. Earls from the Vo-Tech School and Ms. Rollins from the high school brought a total of 73 students from their drafting classes. The workshop actually started on Tuesday, May 1, when Harrison Meaux went to the high school with a display of different maps produced at MCMC and a movie entitled "Mapping The Earth's Surface."

The workshop was conducted in two sessions, morning and afternoon, for the first year student. There were approximately 12 second year students that came in the afternoon, and for these we prepared a separate session.

When the students arrived, they were divided into groups to begin the workshop. There were four different classes set up with approximately 25 minutes at each class. The conference room was divided into two areas, scribing and editing on one side, where LaVerne Parrish and John Conroy instructed in these phases, and on the other side was the DNR class on Land Surveys with John Paulsmeyer as the instructor. From there the students went to Room 120 where Bob Bullinger demonstrated and explained the Kelsh plotter. The students then viewed the stereo-model and operated the tracing table. The fourth class was conducted out on the loading dock where the field instruments were set up. Al Niles was on the T-2 theodolite, Jack Turner on the alidade, and Bruce Carter from DNR set up an electronic distance measuring device (EDM-Laser). Some older surveying instruments, that were used in days gone by, were also on display.

At the end of the sessions, Marty Moreland conducted a brief question and answer period in the conference room. During this period the participants were asked to fill out a critique of the workshop. Of the students, 58% indicated the workshop might influence them toward a career in mapping and surveying, and 99% indicated they learned a lot and enjoyed being here.



In the afternoon, an hour and half tour of the facilities was provided for the second-year students with Bob Ahland as the guide. Stops included photocontrol, stereocompilation, aerotriangulation, base sheet, computer operations, and photolab. The last stop was in the editing section of the Branch of Cartography, where the students scribed with different instruments and did a variety of stickup on film strips.

It was felt, by the ACSM Education Committee, that the workshop was a big success. We would like to thank each and every one that had a part in making it so successful. We appreciated the support and combined effort shown by all the branches at MCMC, and especially Messrs. Borgerding and Southern for their enthusiastic cooperation.

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HENRY

by Dan Bolin

An era of the U.S. Geological Survey, Branch of Field Surveys, is over. On May 7, 1979 at 11:00 a.m., Mr. Henry Soden passed away from this life into the next. So it is with deep regret that we record the passing of this dear friend of ours. To those of you who knew Henry, this article will tell you nothing you didn't already know. I am writing this for those who did not know Henry.

Henry came to work November 9, 1966 and continued until February 21, 1979. In this short span of time, no other person before this one man has ever touched as many lives as Henry did in the Branch of Field Surveys. The reason for this I'm just not sure. It could have been the way he met people and once you met Henry, you knew he was going to be your friend. If you had a problem, Henry could usually solve it. He was a "do-it-yourselfer." If it was time for work or time for play, Henry was there. Was it Henry's dependability that made people like him? It just might have been. If that was it, then he had 200 percent of that.

Many of Henry's deeds will go unnoticed, but I'm going to tell you about one that will not. Only you folks who have worked in the swamps of Minnesota will understand. Was it dependability that required Henry to work with three broken ribs, building a bridge for the bombadier to cross a creek and not tell anyone about it until someone finally pried it out of him? Only then did he go to see a doctor. I would not classify this as dependability, but it was far above the call of duty. Well, that was the way Henry did things.

But how about all the times you weren't depending on Henry. You might have a problem and not know just how you could solve it. Well, if Henry came by, 9 times out of 10, your problem was behind you. Is that the reason Henry had a key to practically every front door of the houses of the people in Field Surveys? Well, I'm still just not sure, but the reason lies somewhere. Perhaps the people who knew Henry better than I could tell you. Many people are known for their personality. Some are known for their dependability and a few for their honesty. I think I've found it. Henry had all three--personality, dependability, and honesty.

How long do you think Henry will be remembered? For as long as this generation of field personnel is with the USGS. I dare say from now on, anytime two or more families in the field meet, it won't be long until the conversation will come around to Henry.

Well, I for one, am glad that Henry passed my way. I'm sorry that he will never do so again. I'm also sorry that many of you never had the opportunity to work with him as I did. And to you new generation of fieldmen coming on, there are going to be days in the field when the going will be tough. But just look around, it's a pretty good bet "Old Henry" has already been there before you.

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MCMC LIBRARY

Publications available for viewing in the MCMC library:

1. The volumes in Mary C. Rabbitt's "Minerals, Lands, and Geology For the Common Defence and General Welfare," a study of the relation of geology to public land, federal science and mapping policies, and the development of mineral resources and industrialization of the United States, should be published as follows: Volume 1 (to 1879), March 1979; Volume 2 (1879-1904), late 1979; Volume 3 (1904-1939), 1980; Volume 4 (1939-1977), 1980.

2. "Maps for America," by Morris M. Thompson (Reston), a 265-page, hard cover volume, with more than 200 illustrations (most in full color). This book is for sale from the Supt. of Documents, U.S. Government Printing Office, Washington, D.C. 20402, phone 202-783-3238 for $11.00.

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TDSC

by Dan Canfield

The 65th TDSC (Topographic Division Staff Conference) was held at MCMC on May 7-11. Those in attendance were: Rupert B. Southard, Chief, Topographic Division; John R. Swinnerton, Acting Associate Chief; Frederick J. Doyle, Research Cartographer; Hollis B. Vail, Program Analyst; Doyle G. Frederick, Chief, OP&PD; Roy R. Mullen, Chief, OR&TS; Roy E. Fordham, Chief, SMC, Peter F. Bermel, Chief, EMC; Albert E. Letey, Chief, RMMC; Daniel L. Pinkerton, Acting Chief, WMC; Allen H. Watkins, Chief, EROS Data Center; Glenn H. Landis, Deputy Chief, EROS Data Center; Lawrence H. Borgerding, Chief, MCMC.

The agenda for the conference was quite comprehensive. The first day's deliberations included program management, long-and short-range planning, contract mapping, research (digital mapping, metric mapping, modernization of equipment, Doppler and inertial surveying systems), and the Management Information System. Tuesday was spent discussing personnel management issues and organizational issues. Wednesday's meeting included summaries by each Center Chief of activities in his Center. The rest of Wednesday was reserved for discussions concerning EROS Data Center and interagency space policy. Thursday's meeting involved subjects, including a high-altitude photography data base, a proposal for a Division Branch Chief conference, the National Atlas, multiscale revision, contract monitoring and map distribution. The visitors toured the Rolla Center that day as well. Friday was used for the subjects of Forest Service revision and slope mapping as well as a wrap-up of the week's topics.

DINNER

by R. D. Yenzer

A social hour and banquet were held on May 10 in conjunction with the TDSC. The social hour was attended by an estimated 125 people. Bartenders Jim Earl, Eddie Schwertz, and Bob Yenzer worked at a feverish pace to keep everyone supplied with Firewater, Recipe, Sheep Dip, and "you make it, I'll drink it!"

The banquet was held in the Centennial Room at UMR with 181 people in attendance. The dining tables were decorated with candles and floral arrangements made from native flora. Thanks for the innovative table decorations go to Shelley Hood, Helen Wallis, Louise Lyon, Jane Turner, Dolly Nash, Mary Miller, and Don Beasley.

The Bubblehead Players, Walter Parkinson, Art Kienker, Gene Lortz, Karl Eissinger, and Amos Pretzer, entertained with a Then and Now (1879-1979) skit about our staff personnel. Our "President" Artie Spring, (Gary McKeown) dropped by with his staff of road agents to inform us of the state of the country. To ease the tension caused by his evil-eyed agents and his earth shaking comments, Artie sang his "Battle Hymn of the Centennial TDSC."

Mr. Borgerding introduced personnel from the other Centers, staff members from Reston, retirees, and guests from other agencies. Rupe Southard, Chief of the Topographic Division, spoke about the present and future of Topographic Mapping.

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PICTORAL ESSAY!

The following two pages show some of the familiar and friendly faces who attended the 65th Topographic Division Staff Conference Social Hour and Banquet. If you were not among those who attended as you can see, you missed an occasion to meet with old friends and an opportunity to make new ones.

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SOCIAL HOUR
ALL MIXED DRINKS 75¢
LIBATION
BOURBON
BRANDY
GIN
SCOTCH
TEQUILA
VODKA
MIXES
WATER
7-UP
COKE
COLLINS MIX
CLUB SODA
BLOODY MARY
ORANGE JUICE
TONIC WATER

BANQUET
photos by Jack Forbes

MCMC RETIREES

John A. Frank retired from the USGS after more than 36 years of Federal Government service. Frank's long civilian career, and military service as well, have been in the field of surveying and mapping. His earliest employment, prior to Federal service, was as an instrumentman for private companies performing surveys for REA in the years 1938-41. Army duty included surveying of campsites; surveying on the Alaska Highway; level, transit, and planetable surveys; and topographic drafting. Frank's Federal civilian service began in 1947 when he was employed by MCMC as an Engineering Aid in the Branch of Field Surveys. In 1949 he was reassigned to the Branch of Cartography, where he advanced in experience and responsibility. He retired as a Cartographic Technician in the Preparation Section on April 20.

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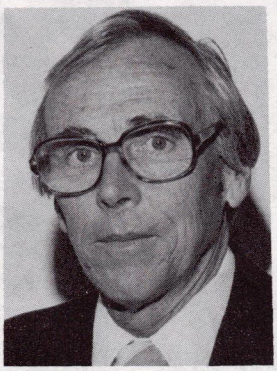
Don T. Harper retired June 3, 1979, after completing 37 years of Federal Service.



Mr. Harper began his Federal career with the Tennessee Valley Authority. From 1943 to 1945 he served in the U.S. Navy while on military leave from TVA. Don remained with TVA until 1948, when he joined the U.S. Geological Survey, Mid-Continent Mapping Center. His career was spent in the Branch of Cartography, where he retires from the position of Supervisory Cartographer.

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GOOD LUCK "CURT!"

Grover "Curt" Myers is leaving MCMC for an assignment in Jeddah, Saudi Arabia. He will serve in the capacity of a Photographic Technical Advisor to the Ministry of Mineral Resources of the Saudi Arabian government. His duties will include photographic support of the various foreign missions working in the country, reproduction of geologic and special maps, and reproductions of Landsat imagery of the Saudi Arabian peninsula. Curt and his family are looking forward to the opportunities and the excitement of sun, sand and lots of cheap gasoline.

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LONELINESS

The sad eyes of an old man, looking
through the windows of his tiny room.
The dark, musty odor of age, lingers
in the gloom.
His brow raises at the sound of
steps outside his door.
But, his face falls back to sadness, as
the footsteps, sound no more.
Could not one, just one person, visit
me today?
The old man's lips tremble, as the
steps of another fade away.
Then the old man's eyes sparkle with
excitement, there's knocking at his
door,
Death walks in, the old man smiles,
finally, no loneliness anymore.

by A. D. Cochran
MCMC, Br. of Photogrammetry

Too many times we forget the older folks that live around us. I forgot once, and when I remembered, it was too late. I wrote this poem in hope that it would remind us all, that loneliness can be fatal to a lot of wonderful people. Care for those, that cared for us.

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Our faults irritate us most when we see them in others

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THE LITTLE RED HEN: A PRODUCTIVITY FABLE

Reprinted from the Civil Service Journal

Once upon a time there was a little red hen who scratched about the barnyard until she uncovered some grains of wheat. She turned to the other workers on the farm and said: "if we plant this wheat, we'll have bread to eat. Who will help me plant it?"
"We never did that before," said the horse, who was the supervisor.
"I'm too busy," said the duck.
"I'd need complete training," said the pig.
"It's not in my job description," said the goose.
"Well, I'll do it myself," said the little red hen. And she did. The wheat grew tall and ripened into grain.
"Who will help me reap the wheat?" asked the little red hen.
"Let's check the regulations first," said the horse.
"I'd lose my seniority," said the duck.
"I'm on my lunch break," said the goose.
"Out of my classification," said the pig.
"Then I will," said the little red hen, and she did.
At last it came time to bake the bread.
"Who will help me bake the bread?" asked the little red hen.
"That would be overtime for me," said the horse.
"I've got to run some errands," said the duck.
"I've never learned how," said the pig.
"If I'm to be the only helper, that's unfair," said the goose.
"Then I will," said the little red hen. She baked five loaves and was ready to turn them in to the farmer when the other workers stepped up. They wanted to be sure the farmer knew it was a group project.
"It needs to be cleared by someone else," said the horse.
"I'm calling the shop steward," said the duck.
"I demand equal rights," yelled the goose.
"We'd better file a copy," said the pig.
But the little red hen turned in the loaves by herself. When it came time for the farmer to reward the effort, he gave one loaf to each worker.
"But I earned all the bread myself!" said the little red hen.
"I know," said the farmer, "but it takes too much paperwork to justify giving you all the bread. It's much easier to distribute it equally, and that way the others won't complain."
So the little red hen shared the bread, but her co-workers and the farmer wondered why she never baked any more.

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ILLINOIS SURVEY PICNIC

by J. P. Ryan

The annual Illinois Survey Picnic was held at Nichols Park, Jacksonville, Illinois on Saturday, May 12, 1979. The day was cold but with a hearty lunch, refreshments and a few fast games of volleyball, everyone warmed up.

The attendance of Mr. and Mrs. William C. Elledge of Meredosia, Illinois, retired project engineer since 1964, was enjoyed by all. Many interesting facts (?) of the old days were exchanged with the younger members of the Survey crew.

Those in attendance, including family and guests, were L. A. Barney, R. R. Blaser, J. E. Brandner, R. L. Johnson, D. E. King, A. R. Kohrmann, T. G. Larson, C. D. Lien, D. R. Lucas, W. R. McFarlin, J. W. O'Brien, J. P. Ryan and V. P. Taipale.

One interesting fact was that Lucas arrived without their usual crowd. The children were all busy with school activities or working. Quite a change from other picnics and all missed the kids.

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GOLF NEWS

by Lucy Robison

The 1979 golf season is underway with approximately 72 golfers participating. We lost a few people from last year but gained some new ones and it looks like it could be a very competitive season.

The Long Knockers, captained by Hal Ogletree hold a one point lead over Kirks Jerks captained by Stan Kirkendall, followed by the Golf Pros and Homers Heroes only four points back tied for third.

The golf committee president is keeping a team average on all teams and after four weeks of play there are only 5½ points difference in averages. The U.M.R. golf course is undergoing some improvements which is sure to knock at least ten strokes off everyones game. KEEP SWINGING!

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PERSONNEL ACTIONS (through June 1, 1979)

Accessions

Juanita P. Wisdom, Cartographic Technician, (P), GS-7. (part-time) Reinstatement.
Joanne M. Reynolds, Cartographic Aid, (C), GS-4, (part-time) Reinstatement.
Roger L. Abbott, Cartographer, GS-5, OCC.
Gerald W. Yandell, Cartographer, GS-5, OCC.

Details (NTE 60 days)

Amos D. Pretzer, Cartographic Technician, FS, Geodetic Section, Compilation Unit, to Supervisory Cartographic Technician, Geodetic Section, Assembly and Index Unit.
Dannie D. Bolin, Cartographic Technician, FS, Geodetic Section, Assembly and Index Unit, to Supervisory Cartographic Technician, Assembly and Index Unit.

Details (NTE 120 days)

Charles T. Walters, Cartographic Technician, Photogrammetric Operations Section, to FS. (Extended to 6-4-79.)
Melvin L. Williams, Cartographic Technician, Compilation Unit to Office of the Branch Chief.
Ellen D. Worthy, Cartographic Technician, Compilation Unit to Office of the Branch Chief.
Thomas C. Miller, Cartographer, Editing Unit to Office of the Branch Chief.
Office of the Branch Chief.
Zaddie B. Aston, Cartographic Technician, Compilation Unit B to Cartographic Section A, Office of the Section Chief.
William E. Ragan, Cartographic Technician, Compilation Unit B to Cartographic Section A, Office of the Section Chief.

Termination of Detail (NTE 60 days)

James T. Felkerson, Cartographic Technician, FS, FSIS to P, Photogrammetric Operations Section.
William M. Harris, Cartographic Technician, FS, Geod Section to P, Photo grammetric Operations Section.
Amos D. Pretzer, Supervisory Cartographic Technician, FS, Geodetic Section, Assembly and Index Unit to Cartographic Technician, FS, Geodetic Section, Compilation Unit.

Termination of Detail (NTE 120 days)

Charles T. Walters, Jr., FS, Field District to P, Photogrammetric Operations Section.

Reasignments

James T. Felkerson, Cartographic Technician, P, Photogrammetric Operations Section to FS, Field District.
William M. Harris, Cartographic Technician, P, Photogrammetric Operations Section to FS, Field District.

Promotions

Dan H. King, Cartographic Technician, P, Photogrammetric Operations Section, GS-11.
Charles B. Konop, same as above
Jack A. McFarland, same as above
Franklin D. Ragan, same as above
Joseph L. Wallis, same as above
Wilbur E. Willeford, same as above
Lynn L. Allison, Cartographic Technician, P, Photogrammetric Operations Section, GS-9.

Charles K. Holdaway, Cartographer, OCC, GS-9.
David W. Bennett, Supervisory Cartographer FS, GS-12.
Quentin E. Baker, Supervisory Cartographer, Technicial Planning Section, GS-13.
Robert W. Ahland, Supervisory Cartographer, C, Compilation Unit B, GS-12.
Phillip E. Roberts, Photographer (Lab), Photoimagery Section, C, GS-6.
Timothy K. Thompson, Photographer (Lab), Photoimagery Section, C, GS-4.
Allen V. Giebink, Cartographer, OCC, GS-9.
Robert A. Graber, Supervisory Cartographer, P, Photogrammetric Operations Section, GS-12.

Loss
Grover C. Myers, Supervisory Photographer, transfer to Saudi Arabia (Branch of Publications, Reston, Va.).

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OTHER PERSONNEL ACTIONS

John A. Shanton, to P&PD, NCIC, User Services Section, Routing and Control Unit, GS-12, Reston.
Richard J. Neff, SMC, P, Cartometric Section, GS-13, Reston, temporary promotion.
John Wittmann, GS-13, SMC, C, Compilation Section, Reston, temporary promotion.
Max K. Weber, GS-13, SMC, C, Edit and Review Section, Reston, temporary promotion.
Richard E. Miller, GS-13, WMC, FS, FSIS, promotion.
James R. Plasker, GS-13, RMC, Office of the Chief, promotion
Alan M. Mikuni, GS-12, WMC, C, Digital Applications Section, promotion.
Donald H. Zoller, GS-12, P&P, WMC, promotion.

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RETIREMENTS IN OTHER CENTERS

Benjamin R. Alire, RMMC, 4/6/79
Stoddard W. Daniels, RMMC, 4/7/79
John Rowland, Reston, 2/28/79

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SUGGESTIONS

William B. Heimberger (C) GS-79-6-M, a remote control switch and light for Brown "56" Camera.
Stanley B. Brady (P) GS-77-3-M, rapid templet maker additional award.
Robert L. Brown (P) and Gary D. Goodman (C) GS-78-13-M, AC-189 Interface

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AWARDS

20-Year Service
Stanley J. Arthur
Robert L. Bullinger
Jack C. May
Robert J. Sturgeon
Viola V. Wilson

****

People learn something every day, and a lot of times it's that what they learned the day before was wrong.

****

Here are "bunches" of words. Those listed numerically are all collective nouns, each of which is used most accurately with only one word listed alphabetically. Can you match the two lists correctly?

1.	Archipelago	A.	Settlers
2.	Armada	B.	Recruits
3.	Batch	C.	Barbarians
4.	Bevy	D.	Craftsmen
5.	Colony	E.	Instructors
6.	Guild	F.	Stars
7.	Gang	G.	Warships
8.	Horde	H.	Minstrels
9.	Jury	I.	Fruit
10.	Muster	J.	Laborers
11.	Troupe	K.	Islands
12.	Faculty	L.	Citizens
13.	Cluster	M.	Maidens
14.	Galaxy	N.	Teams
15.	League	O.	Papers

Answers: 1-K, 2-G, 3-O, 4-M, 5-A, 6-D, 7-J, 8-C, 9-L, 10-B, 11-H, 12-E, 13-I, 14-F, 15-N.

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Continued from page 5

Knowing that help was on the way, we reached the buoy-marker, anchored the disabled boat, and proceeded on our own again

We reached the harbor safely and trailered the boat home to a late supper, making our day complete except for telephoning the Coast Guard to thank them and confirm our safe return.

A few hours rest and back to the boat again for another adventure. One never knows what lies in store for the map-maker on the high seas! Perhaps that's why none of our Survey friends accepted our invitations to visit the Gulf Coast this assignment. Landlubbers!

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MAPS PUBLISHED FOR MARCH 1979

NEW MAPS

KANSAS
Atwood
Beardsley
Ludelk
McDonald
McDonald SW
Meades Ranch
Midway
Vincent

MISSOURI
Cherryville
Courtois
Davisville

MISSOURI-ILLINOIS
Foley

SOUTH DAKOTA
Bams Butte (RMMC map)
Brewer Butte
Firesteel
Isabel
Isabel SW
Little Moreau Lake
Livermant Lake
Peach Lake
Roundup Butte (RMMC map)
Timber Lake

WYOMING-NEBRASKA
Lone Sand Hill (RMMC map)

PHOTOREVISION

ARKANSAS
Blevins (SMC map)
Lockesburg (SMC map,
Old Town (SMC map)
Silver Ridge (SMC map)

ARKANSAS-OKLAHOMA
Hartford (EMC map)

ILLINOIS
Carbondale (SMC map)
Cobden (SMC map)
Makanda (SMC map)
Mount Vernon (EMC map)
Opoyke (EMC map)
Salem North (EMC map)

ILLINOIS-KENTUCKY-MISSOURI
Cairo (SMC map)

ILLINOIS-MISSOURI
McClure (SMC map)
Wolf Lake (SMC map)

KANSAS
Bala
Deerfield SW
Flush
Fort Riley NE
Junction City
Lakin SW
Mayetta
Milford Dam
Ogden
Riley
St. George
St. Marys
Swede Creek
Tuttle Creek Dam

LOUISIANA
New Iberia South (SMC map)

MISSOURI
Bell City (SMC map)
Oak Ridge (SMC map)

MISSOURI-ILLINOIS
Cape Girardeau (SMC map)

NEBRASKA
Anselmo NE (SMC map)
Boelus (SMC map)
Broken Bow (SMC map)
Eddyville SW (SMC map)
Farwell (SMC map)
Loup City (SMC map)
Loup City SE (SMC map)
Milburn (SMC map)

OKLAHOMA
Fort Coffee (EMC map)
Limestone Gap
Spiro (EMC map)

SOUTH DAKOTA
Belvidere
Belvidere SW
Bend
Bullhead
Faulkton East (SMC map)
Interior
Rapid City West (SMC map)
School Section Butte
Wanblee NW

WISCONSIN
Stevens Point (EMC map)
Wausau West (EMC map)

MAPS PUBLISHED FOR APRIL 1979

NEW MAPS

MISSOURI
Berryman
Huzzah
Stoutland

NORTH DAKOTA-SOUTH DAKOTA
Venturia
Zeeland

OKLAHOMA
Coyle
Meridian

SOUTH DAKOTA
Brakke Dam
Eureka East
Eureka West
Kennebec
Kennebec SE
Kennebec SW
Lyman
Mutske Lake
Presho
Presho NW
Presho SE
Presho SW
Reliance
Schumacher Lake
Schumacher Lake SW
Zeeland SW

SOUTH DAKOTA-NORTH DAKOTA
Greenway
Schumacher Lake NE
Wolff Lake
Zeeland NW

STANDARD REVISION

ILLINOIS-INDIANA
Emma (EMC map)

PHOTOREVISION

ARKANSAS-LOUISIANA
Bradley (SMC map)
Bradley SE (SMC map)

ILLINOIS
Ipava (SMC map)
Salem South (SMC map)

MISSOURI
Camden

MISSOURI-ILLINOIS
Altenburg (SMC map)

OHIO
Damascus

OKLAHOMA
Lake McAlester

SOUTH DAKOTA
Owanka (SMC map)
Owanka SW (SMC map)
Wasta NE (SMC map)

CHECK MAP DESIRED:

Name_____ _____

BRANCH_____

Maps published during March-April are listed below. An employee who actually worked on any of the maps listed may obtain a complimentary copy by signing and submitting this sheet, with quadrangle(s) check, to M-NCIC by July 20, 1979.